



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

206 South Seventeenth Avenue - Phoenix, Arizona 85007-3213



FIFE SYMINGTON
Governor

CHARLES E. COWAN
Director

GARY K. ROBINSON
State Engineer

Letter of Intent

Between

Arizona Department of Transportation,
Salt River Pima-Maricopa Indian Community
and
City of Scottsdale

JPA No. 92-44

The purpose of this letter is to set forth the intent of the Arizona Department of Transportation ("ADOT"), the Salt River Pima-Maricopa Indian Community ("SRPMIC") and the City of Scottsdale ("Scottsdale") relative to improving Pima Road along the Scottsdale/SRPMIC boundary. The understandings and intents are summarized as follows and are not legally binding on any party:

- a. ADOT holds a 55-foot roadway easement adjacent to and east of the Pima Road monument line. This easement was granted on the basis that Pima Road would be part of a Pima Freeway access system, providing local access and circulation along the freeway corridor. ADOT's Pima Road right-of-way is subject to the terms and conditions of the Pima Freeway grant.
- b. SRPMIC retains ownership of the land encumbered by ADOT's easement. SRPMIC maintains an ongoing, vital interest in the operation and development of Pima Road.
- c. Scottsdale holds the right-of-way west of the Pima Road monument line, varying in width from 33 to 95 feet. Scottsdale maintains an ongoing, vital interest in the operation and development of Pima Road. Scottsdale has proposed widening and buffering from Fillmore Street to Via Linda in an effort to improve traffic flow and reduce neighborhood impacts.
- d. Development of Pima Road to higher operational and aesthetic standards serves the best interests of ADOT, SRPMIC and Scottsdale; therefore, the three entities

will jointly participate in and approve the planning, design and construction of Pima Road improvements. ADOT will chair a continuation committee of representatives from each entity, meeting on a regular basis, through which will be addressed all issues of concern arising from the development of the widening and buffering project. The committee will meet on a regular basis to resolve all such issues such that improvements can be built with the approval of all parties within an expeditious time frame.

e. Each of the parties enters into this effort with specific basic objectives, stated as follows:

ADOT

- the development of Pima Road as a frontage and circulation facility which will enhance the ultimate operation of the Pima Freeway.

SRPMIC

- to ensure that Pima Road provides capacity, access and aesthetic features which will meet the long-range planning needs on the Indian Community.
- to serve the current and future demand for access on the Indian Community.

Scottsdale

- to alleviate traffic congestion on Pima Road and in doing so, contribute to a broader plan of improved north-south traffic flow through Scottsdale.
- the mitigation of noise and visual impacts perceived by the neighborhoods adjacent to Pima Road.

f. It is anticipated that the buffering and widening project will be funded as follows:

- | | | |
|---------------|---|--|
| ADOT | - | \$2 million toward roadway improvements
\$4.5 million (est.) toward SRPMIC water and sanitary sewer construction in Pima Road |
| SRPMIC | - | \$2 million (est.) toward materials for the SRPMIC sanitary sewer in Pima Road |

Scottsdale

\$12.75 (est.) million toward the balance of the project

g. Scottsdale has initiated the process of hiring a designer for the widening and buffering project. A representative will be appointed each from ADOT and SRPMIC to participate in the consultant selection process. It is expected that this consultant will begin work on a design concept report in May of 1992. Scottsdale will be responsible for contracting for the design of the facility and will designate one of its continuation committee representatives to act as administrator of the design consultant's contract.

h. Commitments made herein by ADOT shall not affect the construction schedule for the Pima Freeway.

i. ADOT will enter into an Intergovernmental Agreement with Scottsdale authorizing Scottsdale to undertake work and funding responsibilities which are subject to said Pima Freeway grant and are to be included in the buffering and widening project.

j. This Letter of Intent reflects conditions which are known at the outset of this joint effort. Additional letters of understanding and/or agreements may be created as issues are identified.

ARIZONA DEPARTMENT OF
TRANSPORTATION

by: Robert P. Mickelson

Robert P. Mickelson
Deputy State Engineer

date: June 22, 1992

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY

by: Frank Mertley

Frank Mertley
Community Manager

date: May 18, 1992

CITY OF SCOTTSDALE

by: Richard Bowers

Richard Bowers
City Manager

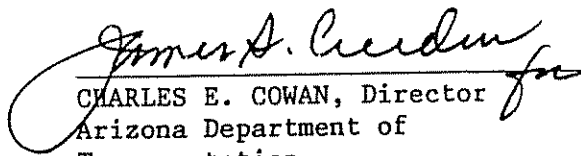
date: June 15, 1992

RESOLUTION

BE IT RESOLVED on this 13th day of April 1992, that I, CHARLES E. COWAN, as Director of the Arizona Department of Transportation, have determined that it is in the best interest of the State of Arizona that the Department of Transportation, acting by and through the Highways Division, to enter into an agreement with the Salt River Pima-Maricopa Indian Community (SRPMIC) and the City of Scottsdale for the purpose of setting forth the intent of the parties relative to improving Pima Road along the Scottsdale/SRPMIC boundary.

City of Phoenix for the purpose of defining construction and maintenance responsibilities of a bicycle path with bridge crossing at the Northern Avenue T.I.

Therefore, authorization is hereby granted to draft said agreement which, upon completion, shall be submitted for approval and execution by the Deputy State Engineer.


CHARLES E. COWAN, Director
Arizona Department of
Transportation